

**BOARD BILL NO. 198 CSAA INTRODUCED BY ALDERMAN SCOTT  
OGILVIE, ALDERWOMAN LYDA KEWSON, ALDERWOMAN MEGAN  
GREEN, ALDERMAN SHANE COHN, ALDERWOMAN CHRISTINE  
INGRASSIA, ALDERWOMAN CAROL HOWARD**

An ordinance repealing Ordinance 68663, codified as Chapter 3.110.120 of the Revised Code of the City of St. Louis and in lieu thereof enacting a new ordinance relating to a "complete streets" policy for the City of St. Louis, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users, containing a severability clause.

WHEREAS, the City of St. Louis recognizes that all people have a right to access safe and comfortable transportation facilities, regardless of mode of transportation, age, ability, income, race, or gender; and

WHEREAS, the City desires to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, the USDOT's policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects, and encourages transportation agencies to move beyond the minimum requirements and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by pedestrians and bicyclists of all ages and abilities, and utilize universal designing characteristics; and

WHEREAS, the U.S. Census Bureau projects that by 2025, the portion of Missouri residents over 65 shall increase from 14% to 20%, and will need the public right-of-way to better serve them with safe places to walk, bicycle, or access mass transit; and

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Alderwoman Lyda Krewson, Alderwoman Megan Green, Alderman Shane Cohn,  
Alderwoman Christine Ingrassia, Carol Howard**

1 WHEREAS, the City desires to update a "Complete Streets" policy which is to be  
2 used as a guiding principle in the design, operation and maintenance of City streets to  
3 promote safe and convenient access and travel for all users including pedestrians,  
4 bicyclists, motorists, transit riders, and people of all abilities;

5 **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

6 **SECTION ONE.** Ordinance 68663, codified as Chapter 3.110.120 of the Revised Code  
7 of the City of St. Louis is hereby repealed and in lieu thereof the following provisions are  
8 enacted:

9 **SECTION TWO.** Complete Streets Policy

10 This ordinance sets forth the guiding principles and practices that shall be used in the  
11 City of St. Louis transportation projects. The City of St. Louis shall develop a safe,  
12 reliable, efficient, integrated, accessible and connected multimodal transportation system  
13 that shall equally promote access, mobility and health for all users.

14 **SECTION THREE. Definitions**

15 1. "Complete Streets" means a transportation corridor that is planned, designed,  
16 operated, and maintained for all users. Complete streets are planned, designed, and  
17 operated to enable safe accessible travel for all users with a goal towards creating an  
18 integrated network of complete streets. Transportation improvements, facilities and  
19 amenities that may contribute to complete streets and that are considered as elements of a  
20 complete street are: **Public rights of way that are compliant with the Americans with**  
21 **Disabilities Act (ADA), its regulations, and its best practices as suggested by the U.S.**  
22 **Department of Transportation,** allocation of right of way to pedestrian and bicycle  
23 travel, street and sidewalk lighting, pedestrian and bicycle facilities; access management;

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ADA compliant transit stops and stations; context sensitive landscaping, utility relocations, street amenities, and accessible connections to adjacent land uses.

2. “Users” means individuals that use streets, including pedestrians, bicyclists, motorists, public transportation riders and drivers, emergency responders, freight providers and people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities.

3. “Pedestrian” means:

(a) A person who is on foot; or

(b) A person who is using any means of conveyance propelled by human power other than a bicycle; or

(c) A person who is using an electric personal assistive mobility device; or

(d) A person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle to act as a pedestrian and, by reason of physical disability, is otherwise restricted in movement as or unable to move about on foot.

#### **SECTION FOUR. Scope of Complete Streets Applicability**

1. The City of St. Louis shall routinely plan, design, operate, and maintain its streets and sidewalks for all users and approach transportation improvements as an opportunity to create safer, more connected, more accessible streets for all users by implementing Complete Streets elements in transportation projects. These elements provide appropriate accommodation for pedestrians, transit users, bicyclists, motorists, and persons of all abilities, regardless of age, while promoting safe operation for all users, in a context sensitive manner in relation to the surrounding community.

2. All transportation facilities owned by the City of St. Louis in the public right of way including, but not limited to, streets, bridges and all other connecting sidewalks and

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1 pathways shall be designed, constructed, and operated so that users of all ages and  
2 abilities can travel safely and independently. This includes, but is not limited to, the  
3 establishment of one or more complete streets features such as sidewalks, refuge islands,  
4 bulbouts, pedestrian and traffic signals, accessible curb ramps, crosswalks, bicycle lanes,  
5 **separated bicycle facilities**, multi-use paths, traffic-calming devices, bicycle parking  
6 facilities, signage, street trees and landscaping, public transportation stops and facilities,  
7 and other infrastructure designs which enhance safety, in conjunction with construction,  
8 reconstruction, or other investment to a transportation facility.

9 3. The City of St. Louis shall incorporate **complete street elements and principles**  
10 into public strategic plans, standards, manuals, rules, regulations and programs.

11 4. The City of St. Louis recognizes that Complete Streets will be achieved through  
12 single or multiple elements incorporated into a particular project, and improvements will  
13 occur incrementally over time.

#### 14 **SECTION FIVE. Implementation**

15 The City of St. Louis shall make Complete Streets integral to everyday transportation  
16 decision-making practices and processes. To this end:

17 1. The City of St. Louis shall establish an inter-departmental steering committee to  
18 oversee the implementation of this policy. The committee shall include Directors or their  
19 designees from the Departments of Streets, Planning and Urban Design, Board of Public  
20 Service, Health Department, Department of Parks, Recreation, and Forestry, and the  
21 Office of the Disabled. It shall be called the Complete Streets Steering Committee and  
22 fulfill the following duties:

23 (a) Meet at least quarterly;

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(b) **Identify areas that are most deficient or dangerous for users based on injury and fatality data and review of the latest City Pedestrian Safety Action Plan and the latest Strategic Highway Safety Plan.**

(c) Assess potential obstacles to implementing Complete Streets practices;

(d) Integrate complete streets principles into appropriate policy documents, plans, project selection processes, design manuals and maintenance procedures;

2. Collaborate with internal and external transportation stakeholders to identify performance measures and establish benchmarks.

3. When available, the City of St. Louis shall provide nationally recognized professional development and training on **complete streets practices and principles** for staff through conferences, classes, seminars, and workshops such as those delivered by professional planning and engineering organizations.

4. The City of St. Louis shall identify areas that are most deficient or dangerous for users based on injury and fatality data **available in existing and future reports**. A list of such areas will annually be presented to the Board of Alderman to assist in prioritizing public infrastructure improvements.

#### **SECTION SIX. Severability.**

**If any provision of this Ordinance shall be held or deemed to be held invalid, inoperative or unenforceable as applied in any particular case in any jurisdiction or in all jurisdictions, or in all cases because of conflicts with any provision or provisions hereof or any constitution or statute or rule of public policy, or for any other reason, such circumstances shall not have the effect of rendering the provision in question inoperative or unenforceable in any other case or circumstance, or of**

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- 1 rendering any other provision or provisions herein contained invalid, inoperative or
- 2 unenforceable to any extent whatsoever.

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